

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Bridgeport Bridge (site) over the Monocacy River Inventory Number: CARR-829
Address: East and West Banks of the Monocacy River, 50 feet south of SHA Historic district: ☐ yes ☒ no
Bridge No. 1006500
City: Bridgeport, MD Zip Code: _____ County: Carroll
USGS Quadrangle(s): Taneytown
Property Owner: Maryland State Highway Administration Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: FR 16
Project: Replacement of SHA Bridge No. 1006500, MD 140 over Mono Agency: FHWA/SHA
Agency Prepared By: MD SHA
Preparer's Name: Anne E. Bruder Architectural Historian Date Prepared: 03/26/2009
Documentation is presented in: Project Review and Compliance Files
Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The Bridgeport Bridge site consists of two abutments constructed of stone on the east and west banks of the Monocacy River, 50 feet south of SHA Bridge No. 1006500. The original two-span covered bridge was designed by Louis Wernwag between 1827 and 1830 and demolished in 1932. The west abutment is the most intact, but it is covered in vegetation and efflorescence. The east abutment is in even more ruinous condition and it not easily identified.

The Bridgeport Bridge site lacks integrity of design, materials, workmanship, feeling and association. It was evaluated for eligibility to be included in the National Register of Historic Places. Under Criterion A, the site does not represent Maryland's transportation history. Under Criterion C, while Wernwag was an important nineteenth century bridge builder, the Bridgeport Bridge abutments do not fully represent the design, materials or workmanship necessary to identify the significance of the bridge or Wernwag's work. As a result, the Bridgeport Bridge site is not eligible for the NRHP under Criterion C. Research conducted did not identify persons of local, state or national significance associated with the bridge or its construction, and thus it is not eligible under NRHP Criterion B. Criterion D was not investigated as part of these studies.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended ☒
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jim Teulmann ✓
Reviewer, Office of Preservation Services

[Signature]
Reviewer, National Register Program

6/26/09

Date

6/29/09
Date

200901254

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CARR-829

1. Name of Property (indicate preferred name)

historic Bridgeport Bridge (site) over the Monocacy River

other Covered Bridge over the Monocacy River

2. Location

street and number Monocacy River ☐ not for publication

city, town Bridgeport ☐ vicinity

county Carroll and Frederick

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland State Highway Administration

street and number 707 North Calvert Street telephone 410-545-8501

city, town Baltimore state MD zip code 21202

4. Location of Legal Description

courthouse, registry of deeds, etc. Maryland State Highway Administration liber folio

city, town Baltimore, MD tax map 18 (Carroll) and 16 (Frederick) number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

| Category | Ownership | Current Function | Resource Count |
|--|--|--|-------------------------------------|
| <input type="checkbox"/> district | <input checked="" type="checkbox"/> public | <input type="checkbox"/> agriculture | Contributing |
| <input type="checkbox"/> building(s) | <input type="checkbox"/> private | <input type="checkbox"/> commerce/trade | Noncontributing |
| <input type="checkbox"/> structure | <input type="checkbox"/> both | <input type="checkbox"/> defense | <input type="checkbox"/> buildings |
| <input checked="" type="checkbox"/> site | | <input type="checkbox"/> domestic | <input type="checkbox"/> 1 sites |
| <input type="checkbox"/> object | | <input type="checkbox"/> education | <input type="checkbox"/> structures |
| | | <input type="checkbox"/> funerary | <input type="checkbox"/> objects |
| | | <input type="checkbox"/> government | <input type="checkbox"/> Total |
| | | <input type="checkbox"/> health care | |
| | | <input type="checkbox"/> industry | |
| | | <input type="checkbox"/> landscape | |
| | | <input type="checkbox"/> recreation/culture | |
| | | <input type="checkbox"/> religion | |
| | | <input type="checkbox"/> social | |
| | | <input checked="" type="checkbox"/> transportation | |
| | | <input type="checkbox"/> work in progress | |
| | | <input type="checkbox"/> unknown | |
| | | <input type="checkbox"/> vacant/not in use | |
| | | <input type="checkbox"/> other: | |

**Number of Contributing Resources
previously listed in the Inventory**

7. Description

Inventory No. CARR-829

Condition

| | |
|------------------------------------|---|
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated |
| <input type="checkbox"/> good | <input checked="" type="checkbox"/> ruins |
| <input type="checkbox"/> fair | <input type="checkbox"/> altered |

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Prior to the Maryland State Roads Commission's (SRC) construction of SHA Bridge No. 1006500, a covered bridge was constructed to carry traffic across the Monocacy River on the Emmitsburg-Taneytown Turnpike. The original covered bridge is pictured *in situ* in *Carroll County, Images of America*.¹ The photograph was taken in the early twentieth century by Taneytown photographer Ed Zepp. It shows a two span covered bridge supported by a stone pier and stone abutments. The abutments have a raking angle and rise to form parapets at the entrance and exit of the bridge. The exterior was clad with weatherboard and a gable roof covered the entire structure. A black and white photograph taken circa 1930 by the Hughes Company Photography Studio of Baltimore, Maryland, for the Maryland State Roads Commission (now the SHA), depicts the juxtaposition of the earlier, single-lane, covered bridge with the triple-span, filled, concrete-arch bridge from the west bank of the river, north of the current bridge and looking southeast.² This photography shows the old bridge's truss members rather than the cladding as it is in the final stage of demolition.

The ruins of stone abutments from the earlier bridge crossing are located approximately 50 feet south of the extant concrete bridge on both the east and west banks of the Monocacy River. Due to a lack of maintenance, the west stone abutment is covered in vegetation and exhibit efflorescence. The east abutment is more overgrown and not as visible. The stones have been quarried and a laid in courses to support the roadbed.

The former covered bridge was a double arch designed and built by bridge engineer Louis (or Lewis) Wernwag (1769-1843). The 1930s photograph shows both upper and lower arch rings that appear to be connected to the truss members. The arch rings extend through the bottom chords of the trusses and rest against the abutments.

In addition to the bridge abutments, there is a road trace associated with the earlier turnpike. The road trace from the former alignment of the Emmitsburg-Taneytown Turnpike is visible on the west bank of the Monocacy River. It is a grass-covered road that undulates from the westbound lane of MD 140 in a southeasterly direction through a sparsely wooded area toward a rise on the edge of the west bank of the river, ending where the USGS stream gauge monitoring station and stone abutment ruin are located. The alignment is defined and highly visible because it remains in use as a service road for the USGS stream gauge monitoring station. The former road alignment is not discernable on the east bank of the river, however.

¹ Baty, Catherine, *Carroll County, Images of America*, page 96. See also, *Images of America, Taneytown*, Edited by Tyler J. Boone (2004), 123.

² Photo courtesy of the Office of Bridge Development, SHA, photo archives

8. Significance

Inventory No. CARR-829

| Period | Areas of Significance | Check and justify below | | |
|---|---|---|---|--|
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> agriculture | <input type="checkbox"/> economics | <input type="checkbox"/> health/medicine | <input type="checkbox"/> performing arts |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> archeology | <input type="checkbox"/> education | <input type="checkbox"/> industry | <input type="checkbox"/> philosophy |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> architecture | <input type="checkbox"/> engineering | <input type="checkbox"/> invention | <input type="checkbox"/> politics/government |
| <input type="checkbox"/> 1900-1999 | <input type="checkbox"/> art | <input type="checkbox"/> entertainment/ recreation | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion |
| <input type="checkbox"/> 2000- | <input type="checkbox"/> commerce | <input type="checkbox"/> ethnic heritage | <input type="checkbox"/> law | <input type="checkbox"/> science |
| | <input type="checkbox"/> communications | <input type="checkbox"/> exploration/ settlement | <input type="checkbox"/> literature | <input type="checkbox"/> social history |
| | <input type="checkbox"/> community planning | | <input type="checkbox"/> maritime history | <input checked="" type="checkbox"/> transportation |
| | <input type="checkbox"/> conservation | | <input type="checkbox"/> military | <input type="checkbox"/> other: _____ |

Specific dates circa 1827-1932 **Architect/Builder** Louis Wernwag

Construction dates 1827/1830

Evaluation for:

☒ National Register ☐ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Emmitsburg-Taneytown Pike Bridge, a two-span covered bridge designed by the bridge engineer Louis (or Lewis) Wernwag was constructed in 1827-1830 and is an example of Wernwag's arch-rings-connected-to-the-truss system. The arch rings passed through the lower chords of the bridge truss to attach to the abutments. Theodore Burr is known for his covered arch bridges with their massive arches enclosing king post trusses. These two bridge systems were different from one another and acted in different manners when loaded.³

Louis (or Lewis) Wernwag (1769-1843) was a German immigrant who is best known for his construction of the ten-span, 1,744-foot, covered bridge over the Susquehanna River at Conowingo, Maryland, in 1818. This was the second bridge over the Susquehanna and it stood north of the present Conowingo Dam. Theodore Burr also built a multi-span covered bridge south of Conowingo near Port Deposit. Both failed although the Conowingo Bridge stood until the Dam was constructed. Wernwag was also noted for a covered bridge at Fairmont over the Schuylkill River near Philadelphia (1812-1813). Wernwag's other covered bridges in Maryland included a covered bridge over Jones Falls in Baltimore (1818), a pile and trestle bridge over the Choptank River near Cambridge (1823), a bridge over the Gunpowder River (no location given, but dated to 1825), and a bridge for the B&O Railroad over the Monocacy River on the National Pike near Frederick (1831).⁴ An earlier article by David F. Sears in *Portals* from December 1964 suggests that Wernwag also built covered bridges in Maryland at Gorman, Garrett County in 1837, and the Bridgeport bridge as early as 1827 or 1830.⁵ His chronology also notes that a covered bridge near Bridgeport was rebuilt in 1910, but he does not specify if it was the Emmitsburg-Taneytown Pike Bridge or another nearby bridge. Wernwag's bridges were built in Pennsylvania, Maryland, West Virginia and Kentucky. Historic bridge engineers consider him among the important bridge engineers in the early nineteenth century (early Federal period). His designs were patented with the U.S. Patent Office starting in 1812.

³ Personal communications with Paul V. Liles, Jr., P.E., State Bridge Engineer, Georgia DOT, and David Simmons, President, Ohio Historic Bridge Association, February 2, 2009

⁴ Lee H. Nelson, *The Colossus of 1812: An American Engineering Superlative*, New York: American Society of Civil Engineers (1990), pp 59-60.

⁵ David F. Sears, "Maryland's Covered Bridges built by Wernwag," *Portals* 4:4 (December 1964).

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In addition to covered bridge building, Wernwag owned sawmills in Phoenixville, Pennsylvania, Conowingo, Maryland and Harpers Ferry, West Virginia during his lifetime. When not building covered bridges, he also supplied timbers for trestle bridges or buildings.⁶

A *Sun* newspaper article published in 1938 indicates that many of the old covered bridges in Maryland were retired from service due to safety concerns, and were replaced with newer bridges to accommodate traffic. Similarly, in 1947, *The Baltimore Sun* published an article written by Henry C. Rausch regarding the rapidly disappearing covered bridges in Maryland during the early-twentieth century. Most likely, Wernwag's covered bridge over the Monocacy River was no longer used after 1932 because of safety concerns.

The Emmitsburg-Taneytown Turnpike road had been established by an act of the Maryland General Assembly in December 1791, and the turnpike company began operations as early as 1805. During the 1826 session, the Frederick County Levy Court was authorized to "levy a sum of money, and rebuild a Bridge, over the Monocacy, on the road leading from Taney-town to Emmitsburg in said county." Evidently a bridge had been built in 1810, but it was replaced in 1827. The turnpike company was rechartered in 1847, but the bridge is not mentioned again in any of the session laws.⁷

The Emmitsburg-Taneytown Turnpike single-lane, two-span, covered bridge was constructed in 1827-1830 and spanned the Monocacy River, supported by a stone pier and abutments.⁸ Two photographs' captions in the local photographic histories (*Carroll* and *Taneytown*) state that the bridge was built in 1849. It was one of Maryland's longest bridges and remained in operation until 1932, even after the concrete-arch bridge was constructed in 1925.⁹ All that remains of the former Bridgeport Covered Bridge are two abutments on the east and west banks of the Monocacy River. Each is in ruinous condition as a result of the abandonment of the bridge site following its demolition in the early 1930s. Trees, small shrubs and efflorescence are growing in, on and through the abutments.

Covered bridges are rare structures in Maryland (there are 7 remaining on county or private roads), and are significant when they retain walls and a roof covering the interior arch or truss bridge. However, abandoned

⁶ Richard Sanders Allen, *Covered Bridges of the Middle Atlantic States*, Brattleboro, VT: The Stephen Green Press (1959) 16.

⁷ Archives of Maryland Online. Laws of Maryland 1785-1791, Vol. 204, Page 673; Chap. LXXXII; Session Laws, 1810 Session, Vol. 599, Page 79, Chap. CXXIV, [n.p.]; Session Laws, 1826 Session, Vol. 437, Page 128, Passed March 3, 1827 (*sic*). This is probably the authorization for Wernwag's covered bridge. Session Laws, 1846 Session, Vol. 242 [n.p.].

⁸ David. F. Sears, "Maryland's Covered Bridges," *Portals*, September 1964. Sears provides a chronology of covered bridge construction in Maryland and sites 1827/1830 for the covered bridge at Bridgeport.

⁹ Boone 2004: 123; Brackbill 1937; Legler and Highsmith 2002: 18; P.A.C. Spero & Company et al. 1995:43; Sears 1964; *Seventeenth, Eighteenth and Nineteenth Annual Reports of the State Roads Commission for the Years 1924, 1925 and 1926*: 49. Although the photographs state that the bridge was constructed in 1849, Wernwag died in 1843. While his design may have been used as late as 1849, he was not responsible for the construction if it occurred at that time. Many of Maryland's covered bridges stood for 100 years, although they did need maintenance from time to time.

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abutments alone do not sufficiently represent the structure that once stood over the river. Although the bridge was constructed by noted bridge builder Louis Wernwag, the site does not strongly represent that association because of its ruinous condition. The site lacks integrity of design, materials, workmanship, feeling and association, and does not retain any physical features that represent a covered bridge. Its period of significance dates from 1827 to 1932.

The Bridgeport Bridge site was assessed for its eligibility to be listed in the National Register of Historic Places under Criteria A and C. SHA has determined that the Bridgeport Bridge site is not eligible for inclusion in the NRHP under Criteria A or C as noted above. Research conducted as part of this study did not identify associations under NRHP Criterion B, while Criterion D was not investigated.

9. Major Bibliographical References

Inventory No. CARR-829

Please see attached bibliography.

10. Geographical Data

Acreage of surveyed property Less than 1 acre
Acreage of historical setting Less than 1 acre
Quadrangle name Taneytown

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The abutments are located on the east and west bank of the Monocacy River, approximately 50 feet south of the present SHA Bridge No. 1006500. The location is within SHA's right-of-way for MD 140, as shown on Carroll County Tax Map 18 and Frederick County Tax Map 16.

11. Form Prepared by

| | | | |
|-----------------|---------------------------------------|-----------|--------------|
| name/title | Anne E. Bruder with Stacy Streett | | |
| organization | Maryland State Highway Administration | date | March 2009 |
| street & number | 707 North Calvert Street | telephone | 410-545-8501 |
| city or town | Baltimore | state | MD 21202 |

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

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Bibliography

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Liles, Paul, State Bridge Engineer, Georgia State Department of Transportation, email correspondence January 30, 2009.

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Maryland Historical Trust, Maryland Inventory of Historic Properties (MIHP) forms:

Bridgeport Survey District (F-6-89). On file at the Maryland Historical Trust, Crownsville, Maryland.
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Bridge No. 10065, MD 140 over the Monocacy River, Bridgeport, Frederick County, Maryland (F-6-119). On file at the Maryland State Highway Administration, Cultural Resources Division, Baltimore City, Maryland.

Nelson, Lee, *Colossus of 1812*, New York: ASCE Press, 1990.

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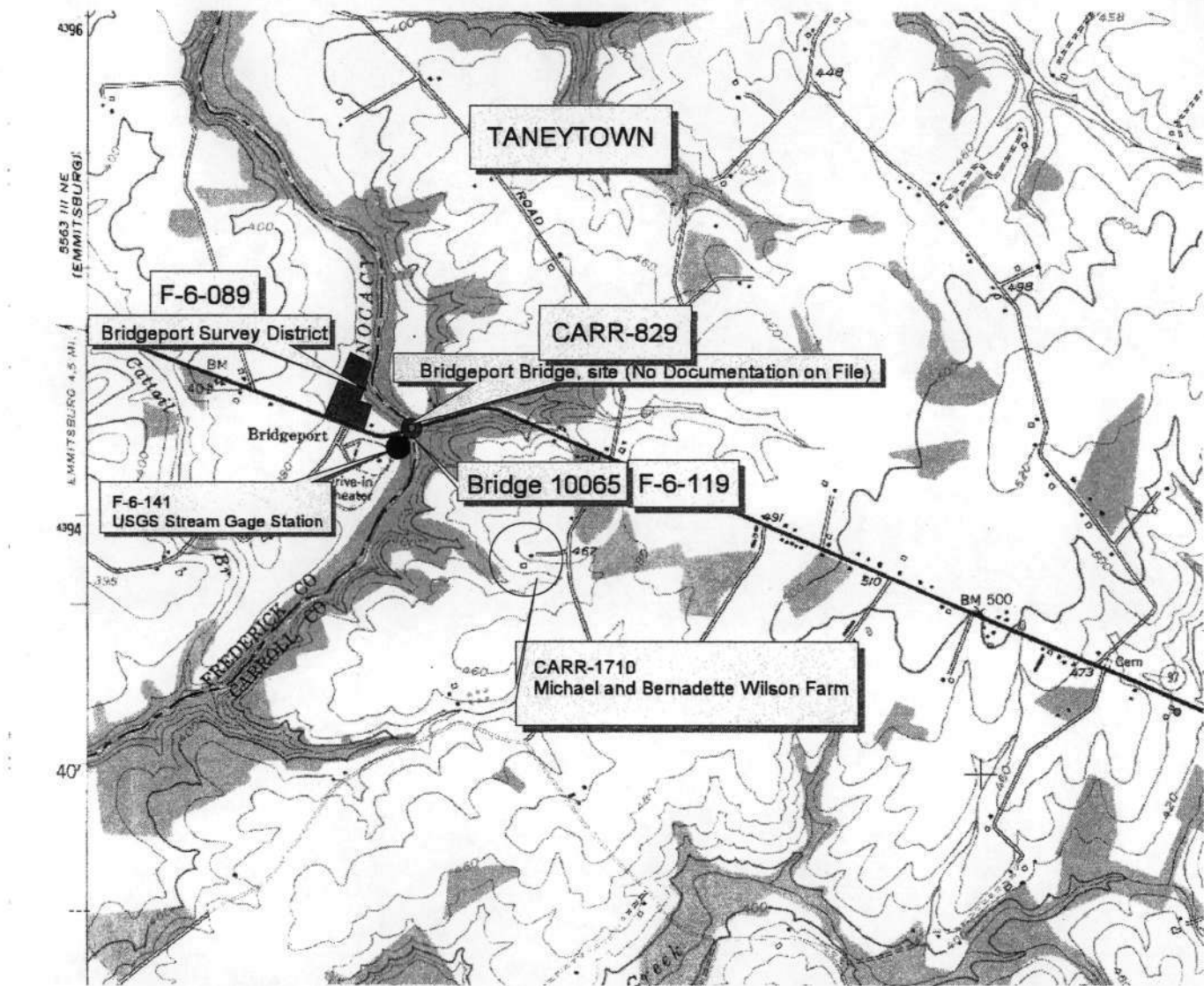
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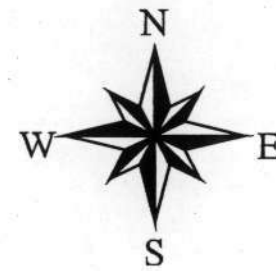
Location Map

USGS Taneytown Quad

1:24,000



- Mhtihpcr.shp
- Mhtihpfr.shp
- Maryland Historical Trust Easements
- National Register of Historic Places
- USGS Topo Quad Index
- County





GAZ-829

BRIDGEPORT BRIDGE (SITE) OVER
MANOCHEY RIVER

GAZCO & FREDERICK COS., MD

A. FREDERICK

W/ZECS

EAST ATTACHMENT REMAINS IN GAZCO
CO.

✓



CASE-829

BRIDGEPORT BRIDGE(SITE) OVER
MANOCUY RIVER

CARROLL & FEEDERICK COS., MD.

A. BRIDGES

W/2008

~~WEST~~ ATTACHMENT REMAINS IN
FEEDERICK CO.

21